

~~SECRET~~

CENTRAL INTELLIGENCE AGENCY .

## REPORT

CD NO.

COUNTRY Poland

DATE DISTR. 3 December 1952

SUBJECT Railroad Roundhouse in Katowice

NO. OF PAGES 1

PLACE  
ACQUIRED

NO. OF ENCLS. 1 (2 pages)  
(LISTED BELOW)

DATE OF INFO ACQUIRED

SUPPLEMENT TO  
REPORT NO.

THIS IS UNEVALUATED INFORMATION

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT 50 U. S. C. 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. REPRODUCTION OF THIS FORM IS PROHIBITED

Despite the date of information, the attached report concerning the railroad roundhouse at Katowice is forwarded to your office for retention.

EXPLOITED BY 18

JAN 13 11 47 AM '53

RR-C/C

CLASSIFICATION

SECRET

STATE	NAVY	NSRB	DISTRIBUTION					
ARMY	AIR	ORR	X					

- 25X1
1. The Katowice (Kattowitz) railroad workshop, including the roundhouse, employed about 1,800 persons, mostly men. The roundhouse had facilities for housing 48 locomotives at one time. The roundhouse consisted of two crescent-shaped buildings and a repair shop, which was situated in between. The two buildings were connected by tracks which ran through the repair shop. Each "crescent" could house 24 locomotives. The turntable in the western building was larger than the one in the eastern building and was used by heavier and larger locomotives. The locomotives in the two buildings could go out on three tracks besides the ones on which they entered. Two led to the passenger station and one led to the siding and freight yards behind the roundhouse. The shop was concerned mainly with minor repairs such as bent axles, painting, washing, greasing, fixing of air vents, etc., and did not have the facilities for major overhauling.
  2. The workers worked 12 hours and had 2 1/2 hours off. The work continued 24 hours a day, seven days a week. There were three shifts. There were no more than two men off at one time, and on Sundays and holidays this was cut to one man. Each worker must work 208 hours a month. The workers were split up into 12-man work brigades, each with a foreman.
  3. The physical layout of the roundhouse was as follows. Each of the two crescent-shaped buildings was about 140 meters long, about 30 meters wide, and had a gable roof which was about 25 meters high at its peak. The roof was supported by a metal framework and was covered over with wood and tar paper. The repair shop, which was situated between the two buildings, was also made of red brick. Directly behind the shop was the water tower, and behind this the office building. The supply room was to the left of the office building. To the front and right of the eastern crescent-shaped building was the fuel station. There were no large cranes in the plant for lifting heavy loads but merely a system of overhead pulleys.
  4. The machines in the repair shop were of Polish and German origin. They were partly automatic and partly semiautomatic. The locomotives were of Polish, German, and American origin. The latter came to Poland through WRRRA. The following is a list of the types of locomotives at the Katowice roundhouse in May 1949:

SECRET

SECRET

Polish express train locomotives

Polish passenger train locomotives

Polish freight train locomotives

German express train locomotives

German passenger train locomotives

German freight train locomotives

American locomotives

5. The following plant personnel were at the roundhouse at that time:

Plant head	Vladislaw <del>X</del> Kubiczak
Labor chief	(fnu) <del>X</del> Bacia
Plant foreman	(fnu) <del>X</del> Galbas
First shift foreman	Pawel <del>X</del> Halon
Second shift foreman	Jerzy <del>X</del> Szpek
Third shift foreman	(fnu) <del>X</del> Syga
Work detail foremen	Jerzy <del>X</del> Nys
	Teodor <del>X</del> Woznica
	Pawel <del>X</del> John
	Stanisla <del>X</del> Stolecki
	Pawel <del>X</del> Ryzek

SECRET